

Clearwater – Nez Perce Fire Zone



2009 Grangeville Helicopter Operations Plan

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Signatures and Approvals

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USDA, Forest Service
Nez Perce National Forest

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1.0 Introduction

1.1 OBJECTIVES

The Objectives of the Grangeville Helibase Helicopter Operations Plan are to:

- Promote safe, cost-effective, and efficient helicopter services in support of agency and interagency goals and objectives.
- Establish helicopter operations positions and designate the responsibilities, authority, and accountability of each position.
- Identify activities that require helicopter use and provide procedures and controls for their accomplishment.
- Provide orientation and direction for visiting helicopter crews and pilots.
- Develop an attitude of safety toward the risks involved in flying helicopters.

1.2 FOREST AVIATION PROGRAM

Aviation operations on the Clearwater – Nez Perce Fire Zone consist of two type-3 and one type-1 Exclusive - Use Forest Service helicopters. Based at the Grangeville Air Center are one type-3 helicopter and one type 1 helicopter. Also based in Grangeville are two Single Engine Air Tankers (contracted by Idaho Department of Lands), one Forest Service type-1 Air-Attack platform, one Smoke Jumper platform and two aerial observer light fixed-wing platforms. The second type-3 Forest Service helicopter is based at the Musselshell Work Center located 14 miles East of Weippe, Idaho. The Idaho Department of Land's Exclusive Use type-3 helicopter is based at Craigmont, Idaho and Clearwater Potlatch Timber Protection Association has a type-3 helicopter based out of Orofino, Idaho.

Helicopter operations on the Fire Zone are conducted from two exclusive-use helicopter bases. The Clearwater Ranger District on the Nez Perce N.F. and the Locsha Ranger District on the Clearwater N.F. maintain and staff the exclusive-use helicopter modules. These modules provide initial attack and logistical support coverage for the Clearwater - Nez Perce Fire Zone from both the Grangeville Air Center and Musselshell Work Center. Upon requests through Grangeville Dispatch, missions are also completed for the Cottonwood Field Office of the Bureau of Land Management, the Craig Mountain Unit and Maggie Creek Unit of the Idaho Department of Lands and the Clearwater Potlatch Timber Protection Association.

1.3 HELICOPTER USE

Helicopter operations are primarily used for:

FIRE MANAGEMENT ACTIVITIES: The majority of helicopter flight time on the Zone is for fire management. This includes initial attack, logistical support of wildfires, aerial ignition operations, support of management ignited fires, and support of wildfires used for resource benefit.

RESOURCE MANAGEMENT: Helicopters are used on the Zone to support resource management projects. These projects are widely varied but include such activities as wildlife management, range conservation, radio repeater maintenance, seeding, transport of building materials and transportation of personnel.

ADMINISTRATIVE ACTIVITIES: On occasion helicopters are used for administrative purposes such as orientations, reconnaissance, site visits, and transport of personnel to remote locations.

1.4 LOCAL CONDITIONS

The local topographic, weather, and fire conditions vary across the Zone. Local conditions can have a dramatic impact on helicopter operations. The majority of helicopter use occurs from early spring (March) through early fall (October).

TOPOGRAPHY: The geography of the area consists of the Northern and Southern Clearwater Mountains, Bitterroot Mountain Range and the Seven Devils Mountain Range. Within these mountain groups, four wilderness areas are designated: the Selway – Bitterroot, Frank Church River of No Return, Seven Devils and the Gospel - Hump. Elevations vary from 1500 ft. to almost 9000 ft. with slopes of over 60% are not uncommon. Turbulence associated with mountainous topography is common and can make helicopter use much more difficult.

CLIMATE: Snow covers most the Zone's higher elevations from early November through late June. Summer temperatures can range from lows in the thirties at higher elevations and highs over one-hundred degrees Fahrenheit in the Salmon River drainage. Weather from mid - July through mid - September is usually hot and dry. This contributes to high density altitude (DA) adjustments for helicopter operations. An occasional surge of moisture will come in during this period and will produce a burst of lightning activity with strong gusty winds and light to moderate amounts of precipitation.

LOCAL FUELS AND FIRE BEHAVIOR: Fuels within the Fire Zone vary from grass covered slopes in lower elevations to mixed conifer forest in higher elevations. Depending on conditions, fires range from single tree to large project fires.

Many years of intensive fire control has resulted in significant changes in vegetative composition on the Zone. In most cases, this shift has been towards a less desirable plant community with an attendant increase in fire hazard, a decrease in forage production and a declining wildlife habitat. We also have experienced an increase in urban interface as the populace continues to spread out towards less populated areas bordered by forest lands.

FIRE HISTORY 1970 THROUGH 2001

The data on fire occurrence for the Zone, from 1970 through 2006, resulted in 4743 fires for 108,613.7 acres burned on Clearwater National Forest and 6277 Fires for 441,000.5 acres burned on the Nez Perce National Forest. During this time on the Clearwater National Forest there were 441 Human-caused fires and 4302 Lightning-caused. During this time on the Nez Perce National Forest there were 624 Human-caused fires and 5653 Lightning-caused.

LOCAL THRESHOLDS: Combinations of any of these three factors can greatly increase fire behavior:

Nez Perce Lowlands (Salmon River)

- Windspeed >10 mph
- RH < 20 %.
- Temperature > 90°

Clearwater N.F.

- Windspeed > 15 mph
- RH < 20 %
- Temperature > 90°
- 1000 Hour FM < 10 %

Nez Perce Uplands (Red River, Clearwater R.D.)

- Windspeed >15 mph
- RH < 20 %
- Temperature > 90°

Clearwater N.F., Powell R.D.

- Windspeed > 15 mph
- RH <20 %
- Temperature >90°

Nez Perce Moose Ck.

- RH <20 %
- Temperature >90
- Windspeed <15 mph

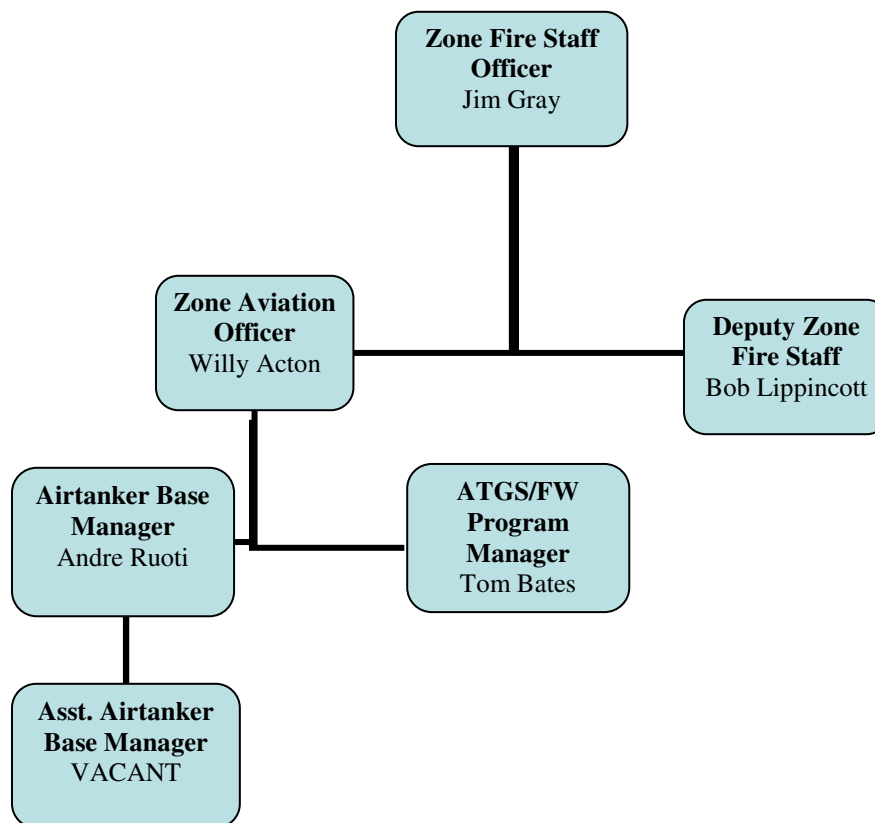
<http://fam.nwcg.gov/fam-web/pocketcards/northern.htm>

2.0 Organization and Responsibility

2.1 ZONE AVIATION OFFICER (FAO)

The Forest Aviation Officer reports directly to the Forest Fire Management Program Manager, and is responsible for all Forest aviation operations. The FAO's primary duties and responsibilities are outlined in the Forest Aviation Management Plan.

<http://www.fs.fed.us/r1/nezperce/gvc/dispatchforms/clearnezamp2008.doc>



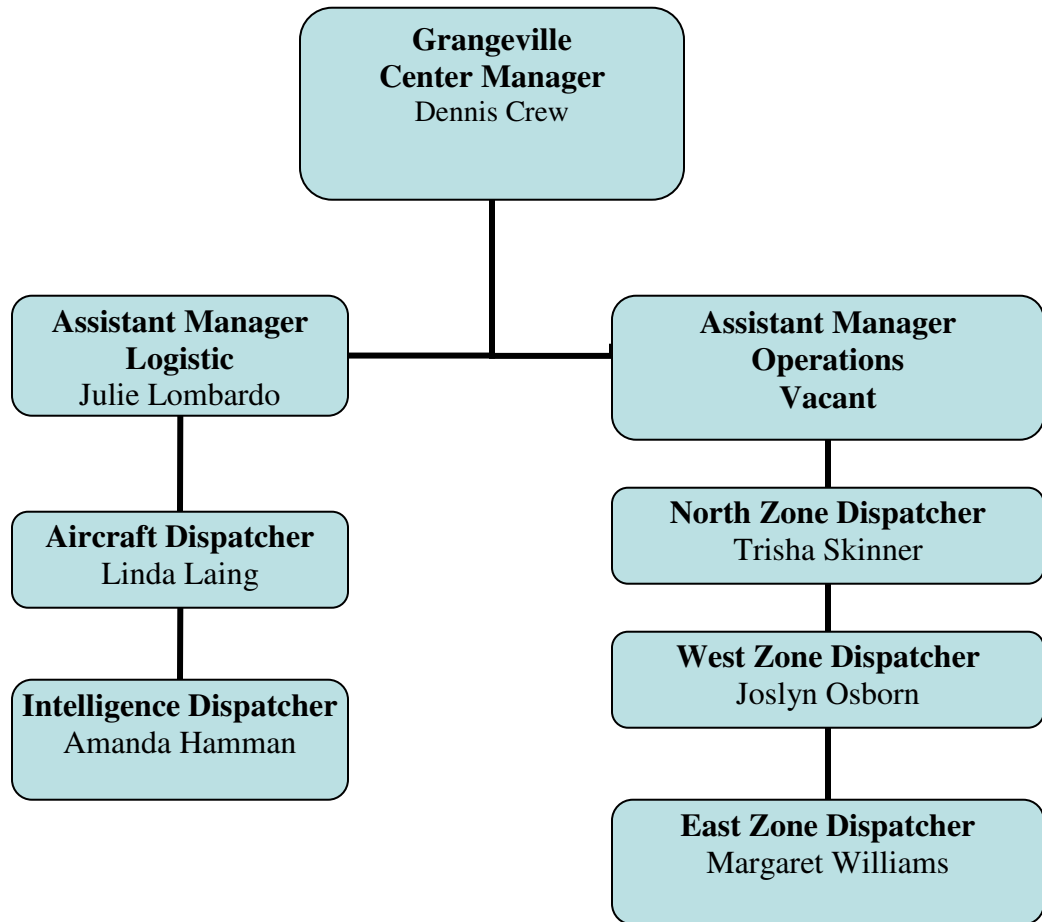
2.2 DISPATCH ORGANIZATION

The Grangeville Interagency Dispatch Center is the primary dispatch center for the Zone. The primary aviation related duties of the dispatch center are:

1. Orders, schedules and coordinates all flights.
2. Implements flight following/flight planning for all aircraft during missions.
3. In the event of a missing, overdue, or a crash of an aircraft initiates actions as stated in the Crash, Search & Rescue plan.
4. Annually reviews/updates the Crash, Search & Rescue Plan.
5. Mobilizes aircraft in search and rescue operations.
6. Will order Temporary Flight Restrictions (FAR 91.137) during fires or other incidents as requested by an Incident Commander or other appropriate overhead position.
7. Briefs the Forest Aviation Officer on specific missions and flight hazards.
8. Advises the Forest Aviation Officer of all aviation activity on the Zone.
9. Requests procurement action for all Call-When-Needed aircraft and aviation support services.

NOTE: the Grangeville Interagency Dispatch web-site can be found at: <http://www.fs.fed.us/r1/nezperce/gvc/>

Grangeville Interagency Dispatch Organization Chart



2.3 HELITACK / HELIBASE ORGANIZATION

The helitack crew and helibase is managed by the Helitack Supervisor. Helibase organization is assigned on a daily basis as needed for projects or incidents by the Helitack Supervisor, Assistant Supervisor, or other qualified individuals delegated the authority. A roster posted at the helibase showing a daily listing of which crewmembers are assigned to the helicopter for initial attack and who is designated to drive the support vehicles if needed.

HELITACK CREW SUPERVISOR: The Helitack Supervisor reports to the Clearwater District's Fire Management Officer or designated duty officer. The Supervisor manages the helitack crew and helibase. During the contract period the primary duties of the Helitack Supervisor include:

1. Day to day administration of the Exclusive-Use Helicopter contracts.
2. Conducting helicopter operations according to established operational procedures and safety standards.
3. Updating the flight hazard maps and Helicopter/Helibase Operation plan annually by May 1st.
4. Briefing pilots or helicopter managers concerning local operational procedures and safety concerns, mission requirements, and local hazards.
5. Conducting formal and informal training as needed.

QUALIFICATIONS:

- Meet requirements as outlined in FSH 5109.17 Chapter 40
- Aviation COR III
- Completed Facilitative Instructor (M410 or equivalent)
- Carded as a Type II Helibase Manager
- Type I Helibase trainee

Will strive to meet:

- Air Support Group Supervisor trainee
- Helicopter Coordinator trainee
- Strike team/ Task Force leader
- Division Group Supervisor trainee

ASSISTANT HELITACK SUPERVISOR: Assists the Helitack Supervisor in the management of the helitack crew personnel, equipment and helicopter operations, and the helibase. When the Helitack Supervisor is absent, the Assistant will assume all the responsibilities of the Supervisor.

QUALIFICATIONS:

- Meet requirements as outlined in FSH 5109.17 Chapter 40
- Single Resource Boss Carded
- Helicopter Contract Inspector
- ICT4

Will strive to meet:

- Helibase Manager II
- Task Force Leader
- Division Group Supervisor trainee
- Burn Boss Type II

HELITACK SQUADLEADER: The squadboss is actively involved with the training and management of the helitack crew. They lead the crew in fire management and project related activities. When assigned they perform various helibase, helispot, and helicopter management duties. The Lead Squadboss directly supervise the crew in the absence of both the Supervisor and Assistant.

QUALIFICATIONS:

- Meet requirements as outlined in FSH 5109.17 Chapter 40
- Single Resource Boss Carded
- Helicopter Manager
- Helicopter Contract Inspector
- ICT4

Will strive to meet:

- Helibase Manager II
- Task Force Leader
- Strike Team/Task Force Leader Supervisor trainee
- Burn Boss Type II

SENIOR FIREFIGHTER: Senior firefighters perform many of the same duties as crewmembers. In addition the senior firefighters are expected to lead others in initial attack fire suppression duties.

QUALIFICATIONS:

- Meet requirements as outlined in FSH 5109.17 Chapter 40
- Advanced Firefighter/Squad Boss
- Certified Class B or C Chainsaw Operator
- ICT5
- Certified EMT (optional)

Will strive to meet:

- Single Resource Boss
- Fire Effects Monitor

HELITACK CREWMEMBER: Crewmembers perform fire management and project related duties. They are directly involved with helicopter operations. They are responsible for the safe and efficient transport of personnel and cargo.

QUALIFICATIONS:

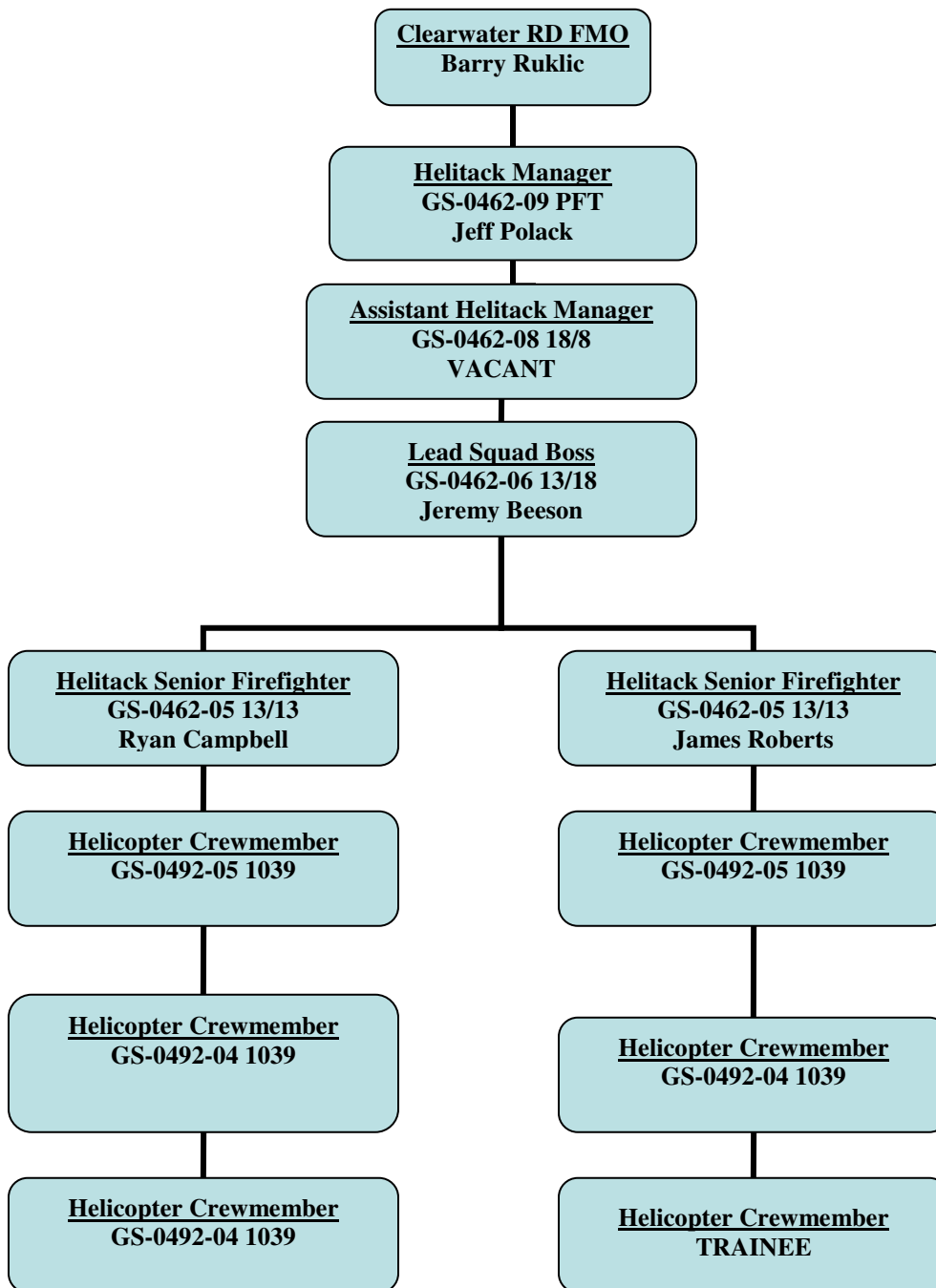
- Meet requirements as outlined in FSH 5109.17 Chapter 40
- Know and follow the **10 Standard Fire Orders**
- Know and follow the **Eighteen Watch Out Situations**
- Meet FFT2 qualification
- Complete Chainsaw certification
- Interagency Helicopter Crewmember

Will strive to meet:

- Faller B
- Fire Effects Monitor

CONTRACT AIR CREW: The contract pilot, mechanic, fueler, and other crewmembers are an integral part of the program and are considered part of the helibase crew. The Pilot in Command (PIC) is ultimately responsible for the safe operation of their aircraft, its occupants, and cargo. The PIC responsibilities are outlined in the helicopter contract. All vendor personnel are provided orientation and safety briefings before becoming operational. Vendor personnel will also complete fire shelter training annually ensuring efficient deployment and use of their fire shelter. Contract Pilots and Crews are an initial attack resource and are expected to respond in the time frames addressed in the helicopter contract.

Grangeville Helibase Organization Chart



2.4 CONTRACT ADMINISTRATION

The Grangeville Exclusive Use Helicopter contract is solicited through the Northern Region Aviation Contracting Officer

CONTRACTING OFFICER (CO): The CO is the government official with the contracting authority under which the contract was signed. Ultimate responsibility is vested with the CO. The CO for the Grangeville contract is Margaret Schafer.

CONTRACTING OFFICERS REPRESENTATIVE (COR): The COR is delegated administrative authority by the CO and is authorized to take any or all actions as delegated by the CO of the contract. Willy Acton is designated as the COR for the Grangeville Contract.

PROJECT INSPECTOR (PI): The PI is appointed by the COR and assist in carrying out the functions of the COR, they are responsible the day-to-day management of the helicopter and enforcement of contract provisions.

CONTRACT ORGANIZATION

Contracting Officer: ACO

Margaret Schafer

Vendor:	Hillcrest Aircraft Company Inc.
Contract Number:	AG-0343-S-09-9001
ACO:	Margaret Schafer
COR:	Willy Acton
Make & Model:	Bell 206L-4
FAA #:	N662H
Daily Availability:	\$2,215.00
Hourly Flight Rate:	TBD from most recent hourly flight rate chart.
Extended Standby:	\$43.00/hour
Per Diem Rate:	Federal Travel Regulations Rate
Fuel Truck:	\$1.83
Contract Period:	06/22 to 09/29/2009
Pilots:	Phil Fenter
Driver:	Mary Beth Rodriguez

3.1 PRIMARY PROCEDURAL DOCUMENTS

Personnel involved with helicopter operations will adhere to the operational procedures as outlined in the Interagency Helicopter Operations Guide (IHOG), Interagency Rappel Guide, Interagency Aerial Ignition Guide, Helicopter/Helibase Operation Plan, Zone Aviation Safety Plan and applicable FAR's. For policy, Forest Service personnel will refer to the Forest Service 5700 Manual.

ADDITIONAL PROCEDURAL DOCUMENTS:

1. Interagency Airspace coordination Guide
2. Interagency Helicopter Management Training Guide
3. Federal Aviation Regulations: Parts 61, 91, 133, 135, 137, and 191
4. Aeronautical Information Manual
5. Aviation Transport of Hazardous Materials Guide
6. Interagency Incident Business Management Handbook
7. NWCG Fireline Handbook
8. Health and Safety Handbook
9. NFPA Handbook 407

3.2 STANDARD PROCEDURES

Several procedures have been established for operations at the Grangeville Helibase and for the helitack module and helicopter. Normal procedures may vary somewhat due to the demands of a particular project or incident; all operations shall comply with the Interagency Helicopter Operations Guide. The Helitack Crew Supervisor or designated Helicopter Manager will manage all helicopter operations. During the contract period a qualified Exclusive Use Helicopter Manager will be assigned to the helicopter. A helicopter manager's kit is maintained for the helicopter and shall travel with the helicopter, chase vehicle, or designated manager at all times.

Physical Training: The helitack crew will participate in physical training for at least 1 hour each day notwithstanding the needs of any incident or project. Physical training will normally be scheduled between 0815 and 0915. During this time the crew shall be available by cell phone or radio. Individuals on the helicopter's first load for the day leaving the helibase for physical training will be within 15 minutes of the helibase at all times. All crewmembers will be in nomex and prepared for assignments at 0945.

Daily Briefing: Each day at 1000 a briefing will be conducted at the helibase for pilots and the helitack crew. The briefing will include forest preparedness level according to the Forest Management Action Plan, current fire weather forecasts, a daily safety meeting and work assignments.

Load Calculations: The pilot will complete and post a load calculation with manager's signature for the most restrictive conditions anticipated for the day. Load calculations are posted on the helibase flight crew and manifest board. When actual conditions vary more than 1000 feet or 5 degrees Celsius a new load calculation will be completed for actual conditions. For incidents or projects the calculations will be kept in the manager's kit for the helicopter and posted in a designated place that is available to all personnel.

Power Assurance Check: Every 10 hours of flight time a power assurance check will be completed for each helicopter. The results will be recorded and plotted on a trend analysis graph in the manager's kit for the helicopter.

Crew Compliment: Standard crew compliment will be a helicopter Manager, one IC, and one Firefighter onboard the helicopter. The IC & Firefighter will be prepared to work 36 hours without further support. Variations to the standard compliment will be based on the operational requirements of the incident or project, in coordination with the ordering Duty Officer. Standard procedure will be that a manager and at least two crewmembers will be with the helicopter. A helicopter manager will accompany all initial attack flights to fires. A manager will also be on board the aircraft on the first flight into any new or unimproved helispot. For out of area assignments standard compliment will be 6 to 10 persons. This compliment will normally include a compliment of two managers, crewmembers, and 1-2 trainees (optional).

Helicopter Configuration: Configuration of the helicopter, tools, and equipment can vary considerably to meet the needs of the incident or project. Helicopter performance limits the types and amount of equipment that can be carried onboard the aircraft. Normally performance limits will not permit all the equipment to meet every situation.

Standard Configuration – IA packs, Fire tools, Chain saw/fuel, Water Bucket (Bambi Bucket). If performance limits allow, Pack-Out packs, long line and remote hook.

Communications : All initial takeoff/landing at the Grangeville Helibase will be made on the National Flight Following frequency of 168.650 and the local UNICOM 122.9.

Grangeville Interagency Dispatch Center (GVC) is the communication center on the Fire Zone. All radio use should be in clear text and follow the priorities below for this use.

Emergency Traffic
Aircraft Flight Following
New Incident Reports
Dispatching personnel to incidents
Equipment ordering
Administrative and non-fire communications

Flight following for aircraft will be on Zone primary frequencies. Check in with dispatch on every landing, takeoff, course deviation, and every 15 minutes during flight unless automated flight following is activated. If flight following is lost dispatch will initiate the procedures outlined in the Regional Aircraft Crash, Search and Rescue Guide. If communications are lost due to your location, attempt contacting a ground resource or climb in altitude to reestablish communications. Return to base if any problem prevents good communications with dispatch.

Air to Air, also known as Victor frequencies, will be assigned with each resource order and mission request order. These frequencies can be changed especially if an incident goes to extended attack. ***Transponders should be on and set to Squawk the National Firefighting Aircraft code of 1255 while on fire missions. For other missions squawk 1200.***

Remember
“Stay Alive, Squawk 1255”

Support Vehicles: Helicopter support truck and fuel truck will be ordered as necessary through coordination between the Duty Officer and Manager.

Personal Protective Equipment: A full compliment of PPE shall be worn by all passengers for all helicopter flights. Use of PPE will comply with direction contained within the IHOG, IHRG, or Interagency Aerial Ignition Guide as appropriate. Extra PPE is stored at the Helibase and on the Helicopter Support Truck. PPE will be made available for anyone that has a need. All leather boots with "Vibram" soles shall be worn by all passengers and will be the responsibility of the passenger to provide.

3.3 RAPPEL OPERATIONS

All heli-rappel operations shall comply with standards and procedures of the Interagency Helicopter Rappel Guide (IHRG). The decision to rappel on an incident will be made by the Helicopter Manager or a qualified Rappel Spotter in conjunction with the pilot. Careful consideration of all risks involved will be made prior to any rappel operation.

3.4 AERIAL IGNITION OPERATIONS

Aerial ignition operations shall comply with standards and procedures of the Interagency Aerial Ignition Guide. An aerial ignition plan will be completed and reviewed by the Zone Aviation Officer before aerial ignition is used on management ignited fires. Personnel directly involved with aerial ignition operations must be qualified and approved by the Regional Helicopter Operations Specialist, or approved aerial ignition certifier annually. Currently the pilot and helicopter are approved for Plastic Sphere Dispenser operations. Qualified and trainee PLDO(s) and Helitorch module members are listed in the Fire Zone Mobilization Guide. Currently the Grangeville Helibase has two Premo Mark III PSD machines and the Musselshell Helibase has one Mark III PSD machine, one Spec 2000 helitorch, one Simplex torch and support trailer with two transfer systems.

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4.0 Flight Management

4.1 PILOT STANDBY / AVAILABILITY

Standby for pilots will be from 0800 to 1700 each day of the contract period. During this time they will be available for dispatch within 15 minutes of call up after preflight inspections are completed. Preflight inspection and load calculations expected to be completed by 0830 each morning. At the managers discretion and in consultation with Grangeville Dispatch the pilot may be placed on alert status and will be available within 1 hour of call up (this would normally only occur during poor weather conditions).

4.2 FLIGHT REQUEST

Emergency flight request can be made by any Incident Commander or other authorized personnel by contacting Grangeville Dispatch. Grangeville Dispatch will establish priorities from the information furnished by the requesting person/agency. Dispatch will schedule all flights based on priorities and can terminate a mission or flight at any time if there is a higher priority request. All flight requests will be approved by the Helicopter Manager. Priorities for helicopter use are:

1. Fire emergency with threatened loss of life or property
2. Fire emergency
3. Administrative and project missions

Users requesting non-emergency flights should consult with Grangeville Dispatch and the Zone Aviation Officer.

4.3 FLIGHT PLANNING / FLIGHT FOLLOWING

Flight planning and flight following procedures differ on whether the flight is logistical or tactical in nature or a point-to-point flight mission. Flight planning is needed for resource tracking purposes and only required for point-to-point flights. Some type of flight following, automated flight following or 15 minute radio check-in, is always required. Sterile cockpit procedures will be adhered to during take – off and landings and within to a 5 mile radius of airports.

MISSION / TACTICAL: All flight following will be accomplished by Grangeville Dispatch. Standard Automated Flight Following (AFF)

procedures will be a radio check-in with Dispatch on every take off or landing provided we are not flight following locally. Initial call to dispatch will include the number of people on board, the hours of fuel on board, the destination, and the estimated time enroute. Dispatch will confirm that they have the aircraft on AFF. Upon landing a call will be made to the Dispatch to advise them that the aircraft has landed safely on the ground.

If the AFF system is not functioning or we are operating a CWN or ARA aircraft not equipped with AFF, the flight following standard will be radio check-ins with dispatch every 15 minutes. Initial call to Dispatch on departure will be the same as listed above. Enroute check-ins will include current location by lat/long, geographic location if known and azimuth direction of flight. Final check-ins are required on final approach to landing and also when safely on the ground. For rappel operations dispatch will be notified when rappel operations are about to begin and when rappel operations are concluded. Normally radio volume will be turned down during rappel operations to maintain a sterile cockpit environment.

POINT-TO-POINT: A flight plan will be submitted to Dispatch for all point-to-point flights originating on the Zone. The flight plan shall include route of flight, fuel stops if planned, estimated time of arrival, and a passenger manifest. Flight following can be accomplished using any accepted procedure as appropriate and outlined in IHOG. AFF will be the preferred method for long flights. If AFF is unavailable a FAA flight plan will be used for long flights. AFF will be conducted with Dispatch until the aircraft arrives at the destination.

LOCAL FLIGHT FOLLOWING: When the helicopter is on scene at an incident or project the helicopter manager may request local flight following. Local flight following will be advisable when it facilitates frequency management by the pilot and reduces frequency congestion for Dispatch. The person(s) performing local flight following functions shall remain in radio or visual contact with the helicopter(s), be a qualified helicopter crewmember, and have positive contact with Grangeville Dispatch.

4.4 AIRSPACE COORDINATION

Several Military Training Routes (MTR's) overlie the Fire Zone. Minimum altitudes for some of these routes are as low as 250 feet Above Ground Level (AGL). Locations of MTR's can be found in DOD Flight Information Publication AP/1B, the Forest Hazard Map, and on Aeronautical Sectional Charts. The most current MTR information is found in the AP/1B, which is

updated every 56 days. Dispatch will make efforts as soon as possible to de-conflict airspace when aviation activities are near MTR's and TFR's. There are multiple users utilizing the Clearwater – Nez Perce Fire Zone airspace. Agencies include:

- DOD: Has a MTRs within the Zone.
- State of Idaho: Idaho Department of Lands, and Idaho Department of Fish and Game.
- Department of the Interior: Bureau of Land Management, U.S. Geological Service and the Bureau of Indian Affairs.
- Clearwater Potlatch Timber Protection Association

Each of these agencies has a need to use the airspace, and each of these agencies will be contacted by the Zone Dispatch office to deconflict the airspace for wild land fire suppression aircraft use.

The Salmon River and Selway River corridors have civil air traffic to and from public and private backcountry airstrips. Pilots will monitor backcountry UNICOM frequency 122.9 while operating in the in river corridors and backcountry. See and avoid flight procedures need to be followed when operating in these flight environments.

4.5 PROJECT PLANNING

Project Leaders are encouraged to coordinate with Grangeville Dispatch, the Zone Aviation Officer (ZAO) and Helitack Crew Supervisor when planning projects that will require helicopter resources. All major or recurring special use projects require Project Aviation Safety Plans. Agency specific direction requires that these plans be reviewed at the Regional Office. Requirements for Project Aviation Safety Plans are outlined in IHOG chapter 3 and in the Regional Aviation Safety & Mishap Plan and the R-1/R-4 Regional Aviation Management Plan.

4.6 MAPS

A flight hazard map and forest map may be found at the helibase on the hall wall leading to the pilots lounge. It may also be found at:

<http://gacc.nifc.gov/nrcc/dispatch/aviation/CWFflighthazardmap.pdf>

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5.0 Aircraft Accidents / Incidents

5.1 PRE- ACCIDENT PLANNING

Annually an Aircraft Crash, Search and Rescue plan is updated for the Forest. The Plan is maintained by Dispatch and copies are distributed to each Helibase and aviation managers. The plan covers four major areas: Overdue Agency Aircraft, Missing Agency Aircraft, Downed Agency Aircraft, and procedures for Non-Agency Aircraft. A Helibase Crash/Rescue plan is maintained at each Helibase and is also included as an appendix to this plan. The first procedure in the event of an accident, overdue, or missing aircraft is to:

NOTIFY DISPATCH

208-983-6800 or by Radio

Grangeville Dispatch will be responsible for activating the Forest Aircraft Crash, Search and Rescue Plan.

5.2 ACCIDENT PROCEDURE

In the event of an accident, personnel on scene have the following responsibilities:

1. Notify Dispatch
2. Assist with evacuation of the aircraft
3. Assist injured personnel
4. Secure the accident scene

5.3 INCIDENT PROCEDURE

Should an incident occur during any aviation operation the standard procedure will be to immediately stop the operations. Operations may continue only after careful consideration of the situation and any corrective measures have been taken. The intent is to call a "Time Out" before any further operations continue. No employee should feel pressured to complete an operation due to a sense of urgency if the operation seems unsafe.

5.4 INCIDENT REPORTING

Any aircraft incident, aviation hazard, or maintenance deficiency must be documented on a “SAFECOM” form. “SAFECOM” forms must be submitted within 24 hours. The form may be submitted electronically via the Internet, or directly to the Forest Aviation Officer. If the “SAFECOM” is submitted electronically a copy needs to be given to the Aviation Officer as soon as possible. Refer to IHOG appendix C. All airspace conflicts must also be reported to Julie Stewart/Regional Airspace Coordinator. Maintenance deficiencies should be reported to the Regional Maintenance Inspector or designee. Jeff Holwick in Missoula (406-329-3120) is the Region 1 Aircraft Maintenance/Safety inspector.

<http://www.safecom.gov/>

6.0 Records and Reports

6.1 FORMS AND REPORTS

Standard IHOG helicopter management forms are used on the Forest and Helibase as appropriate. Documentation and records are kept by the Helitack Crew Supervisor. For large incidents, documents are submitted to the Documentation Unit or Incident Commander and become part of the final incident package. Contract related documents are stored at the Helibase.

6.2 TIMEKEEPING

Personnel time keeping is the responsibility of the employee and their immediate supervisor. Fire time is recorded on an Emergency Fire Time report, and must be signed by a supervisor or Incident Commander. Times are submitted each Monday following a pay period.

6.3 FLIGHT PAY DOCUMENTS

Revenue for all Forest Service exclusive use helicopter contracts and any Call-When-Needed contracts are recorded electronically using ABS (Aviation Business System). Helicopter managers are strongly encouraged to complete pay documents each day whenever possible. The Disconnected Client option of ABS is useful in completing payment documents when away from an internet connection. Synchronization of the Disconnected Client should occur as often as practical, and at a minimum every 15 days, to ensure payments are made in a timely manner, and for fire cost accrual accounting. Cost Summaries should be submitted to the appropriate incident or district for all flights. CORs should approve invoices in ABS and prepare and send electronic payment packages to the Albuquerque Service Center for payment on the 1st and 15th of every month during the contract. Copies of the Daily Diaries should be sent by mail or electronically to the CO at that time as well. Copies of pay documents are to be kept with the contract file at the Helibase or office for future reference, along with all load calculations, manifests, safecomms, and copies of the daily diaries.

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7.0 Helibase Operations

7.1 HELIBASE LOCATION

The Grangeville Helibase is located on the Idaho County Airport (S80) North 45° 56.3' X East 116° 07.8' at 3309 feet elevation. The helibase facility is jointly located with the Grangeville Smoke Jumper Base and the Grangeville Interagency Retardant Base on Airport Road, north of the town of Grangeville.

7.2 HELIBASE MANAGEMENT

The Helitack Crew Supervisor is responsible for management of the helibase. In the absence of the Supervisor, base management is delegated to an Assistant or Lead Crewmember. During incidents the Helibase Manager position can be filled with another qualified individual and other helibase organization positions will be filled as needed.

7.3 LOCAL CONDITIONS / HAZARDS

The Grangeville helibase is located south of center field on the Idaho County Airport. During the summer local and fire aircraft traffic can be heavy around the airport. Pilots must monitor and use standard communication protocol on the local UNICOM 122.9 during flights into and out of the helibase. During take-off from the helibase all pilot will make two transmissions on UNICOM to inform local traffic of their intent of departure from the helibase.

The Salmon River and Selway River corridors have civil air traffic to and from public and private backcountry airstrips. Pilots will monitor backcountry UNICOM frequency 122.9 while operating in the river corridors and the backcountry. See and avoid flight procedures need to be followed when operating in these drainages.

7.4 HELICOPTER PARKING

Two concrete pads are located on the helibase north of Airport Road. Each pad can accommodate a type-2 helicopter. Pad 1 is located in the southeast corner of the helibase and reserved for the local Exclusive –Use type-III Fire helicopter. Three helicopter parking pads for type I and II helicopters are located north the concrete pads and are designated with large white markers.

7.5 VEHICLE PARKING

The Grangeville Air Center has designated parking areas for employees, visitor, helibase, and government vehicle parking. Only helitack support trucks and vendor vehicles will normally be allowed past the helicopter operations area/ authorized personnel only signs along the access road.

7.6 HELICOPTER FUELING AND SPILL PROCEDURES

No designated fueling pads exist on the helibase. Helicopters will be fueled on their designated pad. Fuel trucks will not approach the helicopter until rotors have stopped. Fueling procedures will comply with guidelines listed in NFPA 407, IHOG and aircraft contracts. If available a Parking Tender will standby near a fire extinguisher until fueling is completed. Closed circuit hot refueling is allowed if the helicopter, fuel truck, and vendors are approved for such operations. Closed port refueling on the helibase will be the exception rather than the rule. Rapid, closed port fueling will only be allowed when circumstances dictate a quick turn around time and is requested by the Government.

A spill kit is located on each Fuel Truck. Small spills will be handled by the helicopter vendor. In the event of a larger spill the procedure will be to evacuate the area and call Dispatch. Dispatch will notify the appropriate authorities and the Forest Haz-Mat coordinator.

7.7 BASE FACILITIES AND EQUIPMENT

HELICOPTER: The exclusive-use type - 3 helicopter will be on contract 100 days, typically from June 22nd until September 29th. During this time the Helicopter Manager will ensure that the helicopter, pilot and service truck driver are available for dispatch as outlined in the contract.

HELICOPTER SERVICE/FUEL TRUCK: A fuel truck is provided for the helicopter by the contractor. Standard fueling procedures will be followed as

outlined in NFPA 407, IHOG and aircraft contract. Commercial Jet – A fuel is available locally at Idaho County Airport on the East ramp.

HELITACK SUPPORT TRUCK: Two vehicles are assigned for support of the helitack program.

CRASH/RESCUE EQUIPMENT: During operational periods a crash/extrication kit, 20 lbs. BC fire extinguisher and 50 lb. BC fire extinguisher are located on the Grangeville Helibase in the crash/rescue shed located near Pad # 1. A 30 gallon TRI – MAX foam fire extinguisher is located at the retardant fix – wing ramp. A 20 lb. fire extinguisher will be located on each pad when in use. An extrication kit, evacuation kit, trauma kit and 20 lbs. fire extinguishers are also located on the chase truck.

PERSONNAL PROTECTIVE EQUIPMENT (PPE): Extra PPE is located in the helibase base cache. Extra PPE is also stored on the Helitack Support Truck.

BASE FACILITIES: The facilities at the Grangeville Helibase consist of a building which houses a warehouse/garage, an office for the Manager/Assistant Manager, Helitack crew, and a pilot standby room. A common meeting room exists for crew briefings and also has a small kitchenette so that contract crew may prepare meals. Two restrooms with showers are also part of the building.

PHONE USAGE: Phones are available for use through out the base facility. A Forest wide directory of personnel is available Vendors wishing to use base phones for long distance calls are requested to use a calling card for charges. Local area numbers are accessible by dialing a 9 and then the number.

7.8 HELIBASE POWER AND WATER SYSTEM

Electricity and water are provided to pads number one and two for evening maintenance, aircraft wash-down and dust abatement. A hose-lay from a metered city extinguisher will provide water for aircraft washing and dust abatement to the type I and II helicopter pads. No power is available to type I and II pads.

8.0 Attachments

A. Helibase Crash Rescue Plan

Grangeville Helibase Crash / Rescue Plan

First on Scene

1. Call 911 (Address at Grangeville Air Center is 111 Airport Road).
2. Call Dispatch **(208) 983-6800** or 983-6803 to activate Aviation Incident/Accident Response Plan.

Second on Scene

1. Take fire extinguisher (20lb) from crash/rescue shack. Proceed to accident site and do whatever necessary to extricate passengers/extinguish fires without endangering yourself.

Third on Scene

1. Take crash rescue kit and proceed to crash site. Assist second on scene with extrication/fire.
2. Secure accident scene. Keep bystanders away.

Fourth / Others on Scene

1. Assist where needed with extrication, fire, and security of accident scene.

Responding to a Downed Helicopter

- **Confirm that calls have been made to mobilize the appropriate Emergency Medical Response (EMS) for the incident.**
- **Only consider approaching a downed helicopter if you are assisting with evacuation efforts.**
- **Always station one person away from the accident site who will be able to monitor communications and the response efforts.**
(This person can be used to document facts about the accident like: timeline of events, position and condition of helicopter before rescue efforts, notes about first responders efforts and any radio or phone communications.)
- **Do not approach the helicopter until all moving parts have stopped, and the body of the aircraft is stabilized in one spot.**
(As approaching the helicopter watch for signs of shifting or movement)
- **When responding to a downed helicopter, approach upwind and on the uphill side.**
(Approach upwind, as fumes may not always be visually present, and always stay uphill of the wreckage, as rescue efforts may cause the fuselage to shift downhill and pin responders.)
- **First responders should make an effort to turn off the power and fuel switches on the helicopter if the aircrew is incapacitated.**
 - **Fuel Off:** Turn the red fuel switch off located on the front facing instrument panel.
 - **Power Off:** Turn all the toggle switches on the top the cockpit towards the back or the tail of the helicopter. *(Generally, batteries are located in the nose or cargo department of the helicopter.)*
- **Evacuate personnel if necessary.**
(Helicopter crashes generally cause neck , spine and leg injuries, moving injured personnel CAN compound their injuries. If possible, let professional EMS personnel move the injured victims.)
- **DO NOT return to the helicopter.**
- **Try to secure the area from the public and help preserve the cash site until law enforcement is on scene.**

***Note:** All aircraft accident investigations are the responsibility of the National Transportation Safety Bureau (NTSB). Supplying these investigation teams with accurate information can help them determine probable cause. It is a good idea to document as many facts about the accident as you personally witnessed as soon as possible. Document the facts only you remember before sharing them with other witnesses. Your facts may include an entire sequence of events or just partial recollections.*

Some of the things to document are:

- *Any notable aspects of the aircraft prior to impact (like noise, smoke, how the aircraft turned or rotated on descent etc.)*
- *The angle of the aircraft upon impact.*
- *Position of the aircraft wreckage prior to any first responder efforts.*
- *Any actions taken by personnel around the wreckage other than rescue efforts.*
- *Names of other personnel that may be able to provide information for the investigation*

Helicopter Crash Rescue/Medivac Plan

General Instructions			
In the event of an accident, the Helicopter/Helibase/Helitorch Manager will supervise and coordinate the crash rescue activities. Specific crash rescue duties will be assigned to helibase personnel each morning before flights of any kind. Crash rescue, evacuation and first aid equipment will be located near the helipad and equipment's location made known to all helibase personnel. Information and instructions will be sent/received through the local dispatch office or communications.			
Specific Information and Instructions (Utilize cell phone if possible. Do not use names over the radio.)			
1.	Nature of the injury(s)/illness.		
2.	Is medical help needed? If available supply vital signs!		
3.	What transportation is needed? Is patient(s) ambulatory?		
4.	Location of victim.		
5.	Route to be taken (use land marks as guide).		
6.	Equipment needed.		
7.	Name of contact on site.		
8.	Notify appropriate agency line officer.		
EMT(S) on project			
Available Medivac helicopters			
FAA #		HEMG	
Litter/rappel/extraction capable			
Remarks			
FAA #		HEMG	
Litter/rappel/extraction capable			
Remarks			
Nearest medical facility		Location	
Latitude	Longitude		Contact Freq
VOR	NM		DEG
Nearest burn center		Location	
Latitude	Longitude		Contact Freq
VOR	NM		DEG
LifeFlight		Location	
Type aircraft	Phone Number	Contact Freq	
Site conditions			
Latitude	Longitude		Contact Freq
VOR	NM		DEG
Wind speed	Elevation (msl)	Temperature (F, C)	
Terrain factors		Helispot size	
Proximity of helispot to injury site		Visibility/sunrise/sunset limitations	
Flight hazards			
Other aircraft in area (call signs and frequencies)			
Ground contact and frequencies			

B. Communications

**GRANGEVILLE INTERAGENCY DISPATCH
CENTER**

Dennis Crew, Center Manager
104 Airport Road
Grangeville, Idaho 83530
TEL: (208) 983-6800 FAX: (208) 983-4065
idgvc@dms.nwcg.gov

C. Area Lodging/Restaurants

Local Lodging Facilities

GRANGEVILLE

Gateway Motel	700 W. Main, Grangeville	(208) 983-2500
Elkhorn Lodge	South 1st and E, Grangeville	(208) 983-1500
Downtowner Inn	113 E. North, Grangeville	(208) 983-1110
Super 8 Motel	801 W.S. 1st St. Grangeville	(208) 983-1002

WHITEBIRD

Hoots Motel	Highway 95 South, Whitebird	(208) 839-2265
Whitebird Motel	Whitebird	(208) 839-2308

RIGGINS

Riverview Motel	704 Main, Riggins	(208) 628-3041
Salmon River	1203 S. Hwy 95, Riggins	(888) 628-3025
Bruce Motel	515 Main, Riggins	(208) 628-3005
Best Western Salmon Rapids	US Hwy 95	(208) 628-2743
Riggins Motel	615 S. Main	(800) 669-6739

LUCILE

Steelhead Inn	Milepost 210 Hwy 95, Lucile	(208) 628-3044
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COTTONWOOD

The Country Haus	407 Foster, Cottonwood	(208) 962-3391
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DIXIE

Silver Spur Lodge	Main St. Dixie	(208) 842-2417
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POWELL

Lochsa Lodge	Powell	(208) 942-3405
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PIERCE

Pierce Motel	509 S. Main, Pierce	(208) 464-2324
The Timber Inn	2 S. Main, Pierce	(208) 464-2736
Clearwater Hotel & Café	110 S. Main, Pierce	(208) 464-2721

LOWELL

Lowell Motel & Gas	Lowell	(208) 926-8822
Three Rivers Resort	Lowell	(208) 926-4430
Ryan's Wilderness Inn & Cafe	Highway 12, Lowell	(208) 926-4706

KAMIAH

Clearwater 12 Motel	Highway 12, Kamiah	(208) 935-2671
Sundown	1004 3 rd St. Hwy 12, Kamiah	(208) 935-2568
Lewis & Clark Resort	Hwy 12, S of Kamiah	(208) 935-2556

LOCAL EATING FACILITIES

GRANGEVILLE

Barb's	123 W. Main, Grangeville	(208) 983-1019
The Depot	Highway 95 North, Grangeville	(208) 983-0176
Hilltop	500 E. Main	(208) 983-1714
Hong Fa	521 W. Main, Grangeville	(208) 983-1701
Palenque Mexican Restaurant	711 W. Main, Grangeville	(208) 983-1335
Pizza Factory	126 W. Main, Grangeville	(208) 983-5555
Oscar's Restaurant	101 E. Main, Grangeville	(208) 983-2106
Subway	179 Greenacres Lane	(208) 983-3054

Taco Johns	Main and Highway 95, Grangeville	(208) 983-7508
Ernies Steakhouse	622 W. Main, Grangeville	(208) 983-2220

WHITEBIRD

Hoots Café	Hwy 95, Whitebird	(208) 839-2265
Silver Dollar	Main St., Whitebird	(208) 839-2293

RIGGINS

Back Eddy Grill	533 N. Main, Riggins	(208) 628-9233
Summersville Café	106 S. Main, Riggins	(208) 628-3211
Salmon River Inn	129 S. Main, Riggins	(208) 628-3813
Cattlemens	601 S. Main, Riggins	(208) 628-3195
Seven Devils Steakhouse	312 N. Main, Riggins	(208) 628-3351
Way Back Steakhouse	Rodeo Club 208 S. Main, Riggins	(208) 628-9260

PIERCE

Cedar Inn Restaurant & Lounge	412 S/ Main, Pierce	(208) 464-2704
Wink & Smile	703 S. Main, Pierce	(208) 464-2681

KAMIAH

Palenque Mexican Restaurant	501 4 th St. , Kamiah	(208) 935-7700
Sacajawea Café	Lewis-Clark RV Park, Kamiah	(208) 935-1958
The Hub	406 Main, Kamiah	(208) 935-1670

D. Maps



Grangeville

Helibase

Jumpbase

Airport

Airport

So & District

Dispatch
County

Old Stiles Stage

Gateway Motel

Subway

Super 8

ElkHorn

Ernies

DownTowner

Harpster Grade

United States Highway 95

Fish Hatchery



**Dixie Work Center:
Flight Hazards**

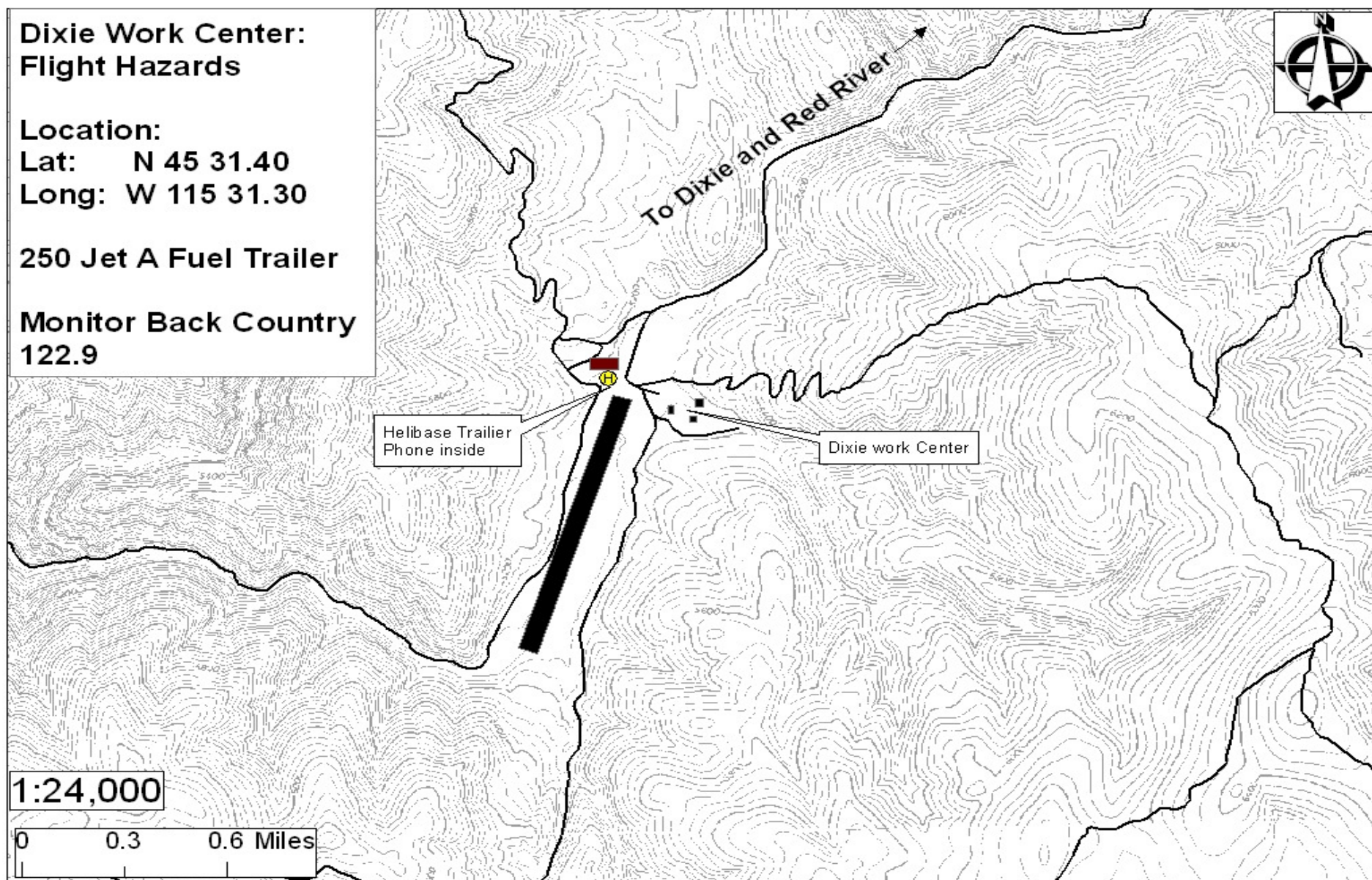
Location:

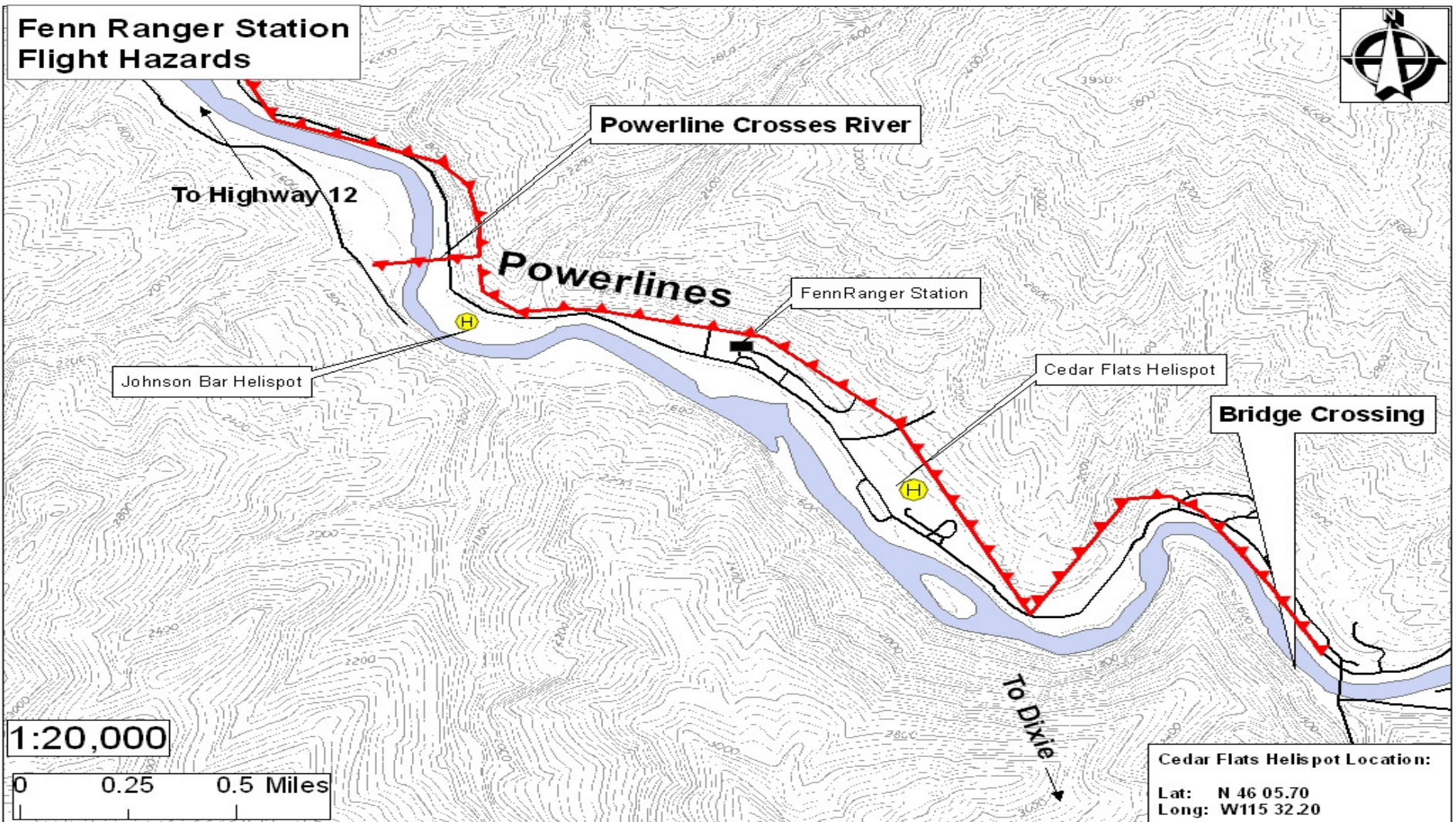
Lat: N 45 31.40

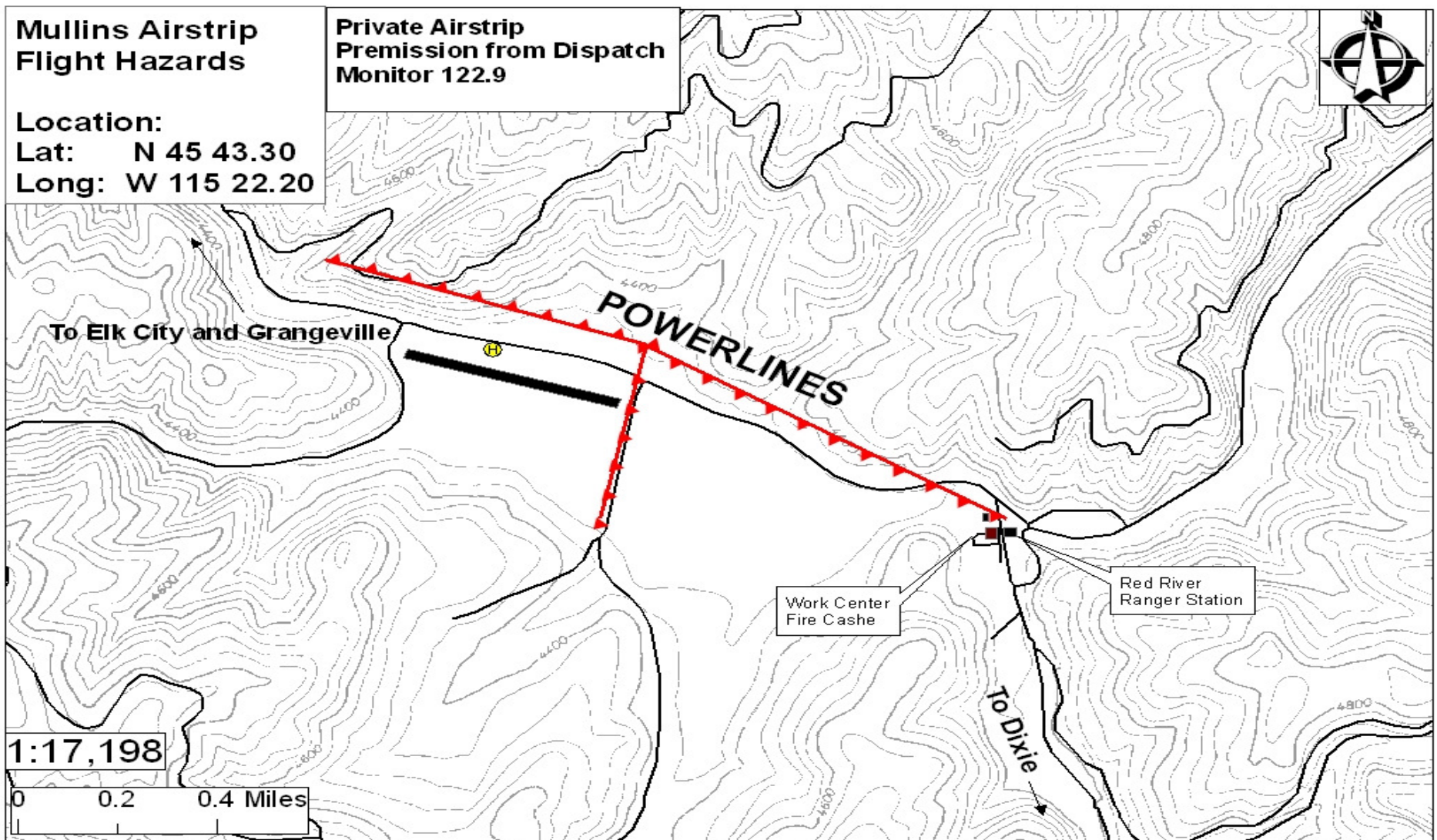
Long: W 115 31.30

250 Jet A Fuel Trailer

**Monitor Back Country
122.9**







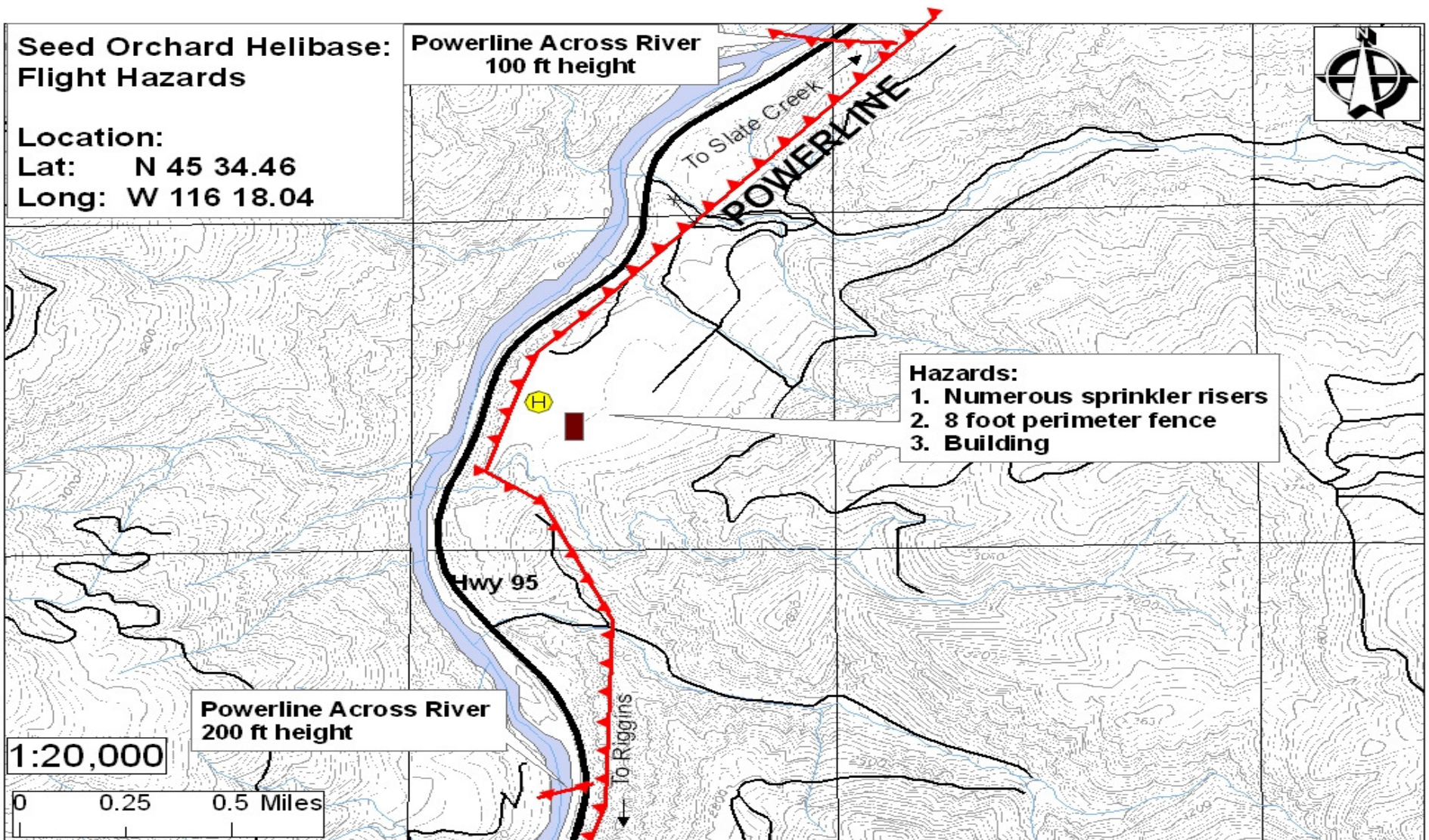
**Seed Orchard Helibase:
Flight Hazards**

Location:

Lat: N 45 34.46

Long: W 116 18.04

**Powerline Across River
100 ft height**



Hazards:

1. Numerous sprinkler risers
2. 8 foot perimeter fence
3. Building

**Powerline Across River
200 ft height**

1:20,000

0 0.25 0.5 Miles

E. Helibase Information / Locations

Dixie Helibase Information Sheet

Helibase Name: Dixie Helibase (A05)

Lat / Long: 45° 31.4' X 115° 31.3'

Elevation: 5148"

Physical location: The Dixie Helibase is located on the Northwest end of the FS Dixie Airstrip 80 miles Southeast of Grangeville. A permanent heli-spot is designated at the site and an additional heli-spot can be established to the south of the permanent site.

Commo / repeaters to use: The Red River Range District is located in the East Zone Initial Attack communication plan area. Refer to Zone Communication Plan for details.

Distance / Directions by road: The FS Dixie Airstrip is located 80 miles Southeast of Grangeville on the Red River Ranger District. From Grangeville, travel south through Mount Idaho and down Mount Idaho Grade, follow State Highway 14 east for 38 miles to the junction of Red River road, turn right onto the Red River road. Continue to follow the Red River road for 14 miles, at the Red River Work Center turn right onto the Dixie Road, number 222, and continue following the 222 road to and through the town of Dixie. The Dixie Airstrip and Work Center are located south of the town of Dixie.

Local Flight Hazards: Practice "SEE and AVOID" and monitor 122.9 while operating out of Dixie. Increased density altitude, limited visibility due to smoke and local aviation traffic along the Salmon River drainage during the summer are some of the hazards while operating out of the airstrip.

Capabilities / Expansion: Operations may be expanded with the prior approval from both the District Fire Management and the Zone Aviation Officer.

Local contacts: DFMO: Josh Bransford 208-842-2124
AFMO: Adam Goicoa 208-842-2133
Dixie Work Center (Chris Lundgren): 208- 842-2237
Dixie Air Ops. Trailer: 208-842-2236

Local accommodations: Food and lodging can be available in Dixie for flight crews.

Remote fuel facilities: A FS Jet-a fuel trailer is located at the helibase.

Cedar Flats
Helibase Information Sheet

Helibase Name: Cedar Flats

Lat / Long: 46° 05.7' X 115° 32.2'

Elevation: 1522'

Physical location: Cedar Flats is located on the Selway River Road one mile up stream from the Fenn Ranger Station approximately fifty - five mile east of Grangeville.

Commo / repeaters to use: The Moose Creek / Fenn Ranger District is located in the East Zone Initial Attack communication plan area. Refer to Zone Communication Plan for details.

Distance / Directions by road: Cedar Flats is approximately fifty - five miles from Grangeville by road. From Grangeville follow State Highway 13 to the town of Kooskia, proceed east on Highway 12 for approximately 23 mile to Lowell. Take a right over the bridge at Lowell and follow the Selway River, up stream for 5 mile. The Helibase is in an opening to the left of the Selway Road. If you make it as far as the O'Hara Creek bridge you've passed the Helibase.

Local Flight Hazards: Powelines parallel the helibae to the northeast and to the southwest through the timber south of the helibase. Vehicle traffic along the Selway River Road can be heavy during the summer season, caution should be used when driving the Selway Road. Backcountry aviation traffic along the Selway corridor can be heavy during the summer with civil aircraft accessing the Moose Creek Airstrip located 40 miles up the Selway River. Pilots will monitor Backcountry UNICOM 122.9 when operating from Cedar Flats. Large raptor are a hazard the length of the Selway River.

Capabilities / Expansion: Expansion of operations is limited at Cedar Flats. Two lighthelicopters or one medium helicopter can work out of this operating area.

Local contacts: DFMO: Stu Hoyt 208-926-8948
ADFMO: Doug Graves 208-926-8953

Local accommodations: Lodging and food for flight crews are available in Lowell at Ryan's Wilderness Inn and Three Rivers Resort. Billeting for helicopter module members can be arrange with District Fire Management for the Cedar Flats Bunkhouse facility.

Remote fuel facilities: No remote fueling facility is available at Cedar Flats. Commercial Jet-A is available at Idaho County Airport (S80), Grangeville, Idaho.

Mullins Airstrip
Helibase Information Sheet

Helibase Name: Mullins Airstrip (BCS)

Lat / Long: 45° 43.3' X 115° 22.2'

Elevation: 4299'

Physical location: Mullins Airstrip, a privately owned airstrip, is located on the Red River Ranger District 60 miles East of Grangeville on Road 222.

Commo / repeaters to use: The Red River Range District is located in the East Zone Initial Attack communication plan area. Refer to Zone Communication Plan for details.

Distance / Directions by road: Mullins Airstrip, a privately owned airstrip, is located on the Elk Red River Ranger District 60 miles East of Grangeville on the Red River Road. From Grangeville, travel south through Mount Idaho and down Mount Idaho Grade, follow State Highway 14 for 38 miles to the junction of Red River Road, turn right onto the Red River Road for 7 miles, Mullins Airstrip is located on the right side of the road.

Local Flight Hazards: Power lines are located to the North and East of the landing area. Multiple barbwire fences run east to west, south of the landing area. Terrain is uneven and caution should be exercised when landing. Avoid flights over private residences and established fire camps in the area of the helibase.

Capabilities / Expansion: Operations may be expanded with coordination through District Fire Management. Mullins Helibase can be expanded to provide for Type II & Type I operations. A heard-line phone is located at the site and radio communications in good with the use of the Forest radio repeater system.

Local contacts: DFMO: Josh Bransford 208-842-2124
AFMO: Adam Goicoa 208-842-2133
Mullens Airstrip: 208- 842-2671

Local accommodations: Lodging and restaurants are located in Elk City for flight crews. Billeting may be available for module crewmembers at the Red River Work Center, 1 mile east of the Helibase. Arrangements for the bunkhouse should be made by coordinating with the District Fire Management.

Remote fuel facilities: No remote fueling facility is located at the Mullins Airstrip. For extended operations fuel/service vehicles will be dispatched to support operations. A FS fuel trailer with Jet-A is located on the FS Dixie Airstrip 15 miles SSW of the Helibase.

Seed Orchard Helibase Information Sheet

Helibase Name: Seed Orchard Helibase

Lat / Long: 45° 34.56' X 116° 18.04'

Elevation: 1800 feet

Physical location: The Marv Lowry Memorial Seed Orchard is located on the Salmon River Ranger District 30 miles south of Grangeville off Highway 95. The access road to the helibase is located at the mouth of John Day Creek and follows a gravel road on the east side of the highway. This access road ascends steeply to a bench of land over looking the Salmon River.

Commo / repeaters to use: The Salmon River District is located in the West Zone Initial Attack communication plan area. Refer to Zone Communication Plan for details.

Local Flight Hazards: Marked wires cross the gully south of helibase, multiple wires and cables crossings along Salmon River. Refer to the Zone Aerial Flight Hazard Map.

Capabilities / Expansion: Two type – 2 gravel helipads. / Operations may be expanded with coordination through Seed Orchard manager, Kim Munson and District Fire Management.

Local contacts: DFMO: Kevin Chaffee 208-839-2141
ADFMO: Steve Munson 208-839-2101
Seed Orchard Manager: Kim Munson 208-839-2112
Seed Orchard Helibase: 208-628-3130
Message Phone: 208-628-3470

Local accommodations: Motels and restaurants for flight crew are available in Riggins 20 miles south of the helibase on Highway 95. Accommodations are also available in Grangeville, Id. north on highway 95. Refer to the Grangeville Helicopter Operations & Safety plan for a list of local facilities. While at the Seed Orchard meals may be purchase locally at JC's River Grill at Lucile, 7 miles south on Highway 95. Motel Rooms for flight crews may be available at Steelhead Inn, north on Highway 95. **No potable water is available at the Seed Orchard. Temperatures can exceed 100 degrees at times at this location.**

Remote fuel facilities: No remote fueling facility is available at the Seed Orchard. Commercial Jet-A is available at Idaho County Airport (S80), Grangeville, Idaho.

F. Contact Information

Grangeville Interagency Dispatch Center (GVC)

Fire Staff and Deputy Fire Staff

Jim Gray	208-983-4066
Bob Lippincott	208-476-8206
Laura Barrett	208-983-7015

Dispatch

Main Line - 24 Hour	208-983-6800
Dennis Crew, Center Manager	208-983-6801
Julie Lombardo, Asst. Ctr. Mgr. Logistics	208-983-6802
Vacant , Asst. Ctr. Mgr. Operations	208-983-6810
Linda Laing, Aircraft	208-983-6803
Leann Nelson, Aircraft Asst.	208-983-6804
Amanda Hamman, Intelligence	208-983-6807
Becky Ward, Assist. Intelligence	208-983-6806
Trisha Skinner, Lead IA North Zone	208-983-6813
Dani Key, IA North Zone	208-983-6814
Mardi Hart, IA North Zone	208-983-6812
Hayden Gnewikow, Lead IA West Zone	208-983-6815
Joslyn Osborn, IA West Zone	208-983-6816
Margaret Williams, Lead IA East Zone	208-983-6817
Jim Brogan, IA East Zone	208-983-6818

Air Center

Grangeville Air Center	208-983-1964
Fax	208-983-9587
Zone Aviation Officer, Willy Acton	208-983-9571

Forest SO

Clearwater N.F. Supervisors Office	208-476-4541
Nez Perce N.F. Supervisors Office	208-983-1950

Salmon River R.D.

Slate Creek RD FMO Kevin Chaffee	208-839-2141
" " After hours # Dispatch	208-507-0174
Seed Orchard Helibase	208-628-3130

Clearwater R.D.

Clearwater RD FMO Barry Ruklic	208-983-4032
" After hours # Dispatch	208-983-5642
Helitack Mgr. Jeff Polack	208-983-9575
Cell	208-816-3447

Moose Creek R.D.

Moose Creek RD FMO Stu Hoyt	208-926-8948
" " After hours # Dispatch	####

F. Contact Information (conti.)

Elk City/ Red River R.D.

Red River RD FMO Josh Bransford	208-842-2124
" " After hours # Dispatch	208-842-2316
Dixie GS	208-842-2237
Dixie Air Ops Trailer	208-842-2236

North Fork R.D.

North Fork RD FMO Mike Lubke	208-476-8251
Canyon WC	800-207-6869
Kelly Forks WC	208-476-5877
Lochsa RD FMO Chris Gauthier (acting)	208-926-4275
Musselshell Helitack Mgr. Nate Raff	208-926-6430
Home	208-926-7640
Kamiah RS	208-935-2513
Pierce WC	208-464-2573
Musselshell WC	208-435-4636
Powell RS FMO Mark Wilson	208-942-0345
Home	208-942-2819
Palouse RD FMO Tom McWilliams	208-875-1131
" Home # Tom	208-875-1572

Regional Phone List

Regional Aviation Officer – Eddie Morris	406-329-4918
Helicopter Operations Specialist - Bob Quirino	406-329-4915
Cell Phone	406-240-3201
Aviation Safety Officer-VACANT	406-329-4918
Helicopter Inspector Pilot - VACANT	406-329-4984
A/C Maintenance/Safety Inspector - Jeff Holwick	406-329-3120
Cell Phone	406-544-4072
A/C Procurement Coordinator – Margaret Schafer	406-329-3525
National Contracting Officer	208-387-5669
NRCC Flight Following	406-329-4883
NICC Flight Following	800-994-6312
Missoula Flight Following (MFF)	406-829-7060

